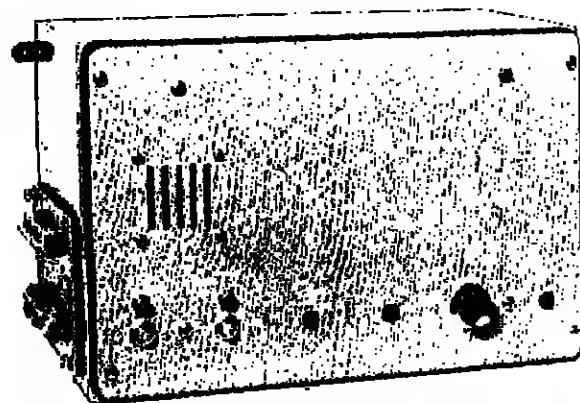


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Costly cod boosts earnings

SEASONAL slack
fishing on all grounds
again restricted land-
ings to less than
20,000 kits at Grimsby
last week.

With best shelf cod hovering
around the £50 per kit
mark and large plaice hitting
a high of over £80 trawler earn-
ings were, by and large, fairly
good.

The eight local distant
waters all managed trips in
excess of 1,000 kits, but none
of them had a hope, through
lack of fish, of even ap-
proaching the £96,540 jackpot
picked up by the four-year-
old Icelandic stern wet-fisher

Ogri (Skipper Brynjolfur
Halldorsson) on November 30
from her 2,671 kits (*Fishing
News*, December 3).

With the White Seas season
getting into full swing, the
local distant water trips were
divided between these
grounds and the early
landings from Iceland.

For the second successive
week it was a big plaice trip
from the White Seas, by

BUT's *Ross Rodney* (Skipper
Geoff Carsberg), which head-
ed the grossings.

After a 23-day trip, the
former steamer chalked up
£57,361 from 1,776 kits, in-
cluding over 1,400 kits of
flats, while second spot —
and the best Icelandic trip —
went to BUT's *Vivario*
(Skipper Roy Kurz), back
after 22 days with 1,280 kits
of codatuffs which made
£43,778. Including the record-
breaker from Ogri, the distant
waters accounted for 12,527
kits.

The middle water fleet had
another spate of small land-
ings with the Teylor trawler
Yesso (Skipper Peter Brown)
just clear of the rest on a
15-day Faroes/Westerly trip.

Yesso had a nicely balanced
catch of cod and codlings,
haddock, dogs and coley
which sold well on the Friday
market to pip BUT's *Ross
Chester* (Skipper Tommy
Rose). She had seemed to
have this section sown up
after a £17,770 grossing from
a mixed Faroes/Westerly trip
of 597 kits early in the week.
Although ten vessels landed
4,533 kits.

Two teams of pair trawlers

Shearbill — the only pair
land last week.

also landed during the
both through the *Jack
(F.S.)* Ltd. agency, to
Michelle (Skipper Mike
Josephson) and *Sonia* (Skipper
Dave Beattie) got the better of the
boats with a combined total
of £19,681 from 568 kits.

They have stopped at
the New Year, while *Shearbill*
Jens Bojen and his
Richardson are putting
another trip.

The only sealer last
week was a misfortune for
Hewson's *Shearbill* which
caught just three fish during
the final ten days of a 23-day
trip.

MORE FRIGATES FOR PROTECTION

WITH MORE frigates
now concentrated in home
waters, the full resources
of the British fleet will be
available for fisheries
protection.

Richard Hastie-Smith,
Assistant Under-Secretary,
Naval Staff, at the Ministry
of Defence, told MPs this last
week when he gave evidence
to the committee looking into
fishery limits questions.

He said that the C-in-C
fleet is giving high priority to
fisheries protection among
the ships available generally.

Air protection will consist
mainly of four Nimrods.
Julian Kelsey, Fisheries
Secretary, Ministry of
Agriculture and Fisheries,
said he hoped that the
Nimrods would be a
deterrent.

Neville Trotter, Coopera-
tive MP for Tynemouth, a
member of the committee,
said that whether the aircraft
were a deterrent would de-
pend on what happened after
detection.

Dynamite charge

A PART-TIME Newlyn
fishermen planned to
blast himself out of his
financial difficulty,
magistrates at Comborne,
Cornwall, were told last
week.

Eric Phillips of Atlantic
Wey, Porthtown, in debt to
his bank with mortgage on
his house and fishing boat,
planned to dynamite fish and
then catch them in a net.

But he was caught stealing
eight sticks of dynamite and
four detonators from his
employers, South Croft
Mine Ltd. Phillips pleaded
guilty and was fined £80.

Although never a
seafarer, his shore post
earned him wide esteem
in the fishing industry. He
spent much of his life as a
male nurse with Ideal
Stender Ltd.

OBITUARY

HENRY PAYNE (78),
part-time assistant in the
dockside offices of the
Hull Trawler Officers'
Guild for the past six
years, died last Saturday
at his home.

Although never a
seafarer, his shore post
earned him wide esteem
in the fishing industry. He
spent much of his life as a
male nurse with Ideal
Stender Ltd.

The Lords saved us

SIR, When new harbour or
other water authorities are
being set up, fishermen in
the area should study the
proposed legislation to find
how it will affect their
livelihoods.

In a recent case local
fishermen have found
themselves deprived of long-
held rights and loss of earnings
when it was too late to do
anything about it. Once a Bill
has passed through both
Houses of Parliament, nothing
can be done.

Our own federation had a
traumatic experience when a
conservancy was being launched.
Had we not followed the
legislation through step-by-
step, fighting all the way, our
members would now be in the
dole queue.

Evidence we passed to
Ministries and MPs, which
should have been examined by
the Commons Select Com-
mittee, was ignored. We lost
every battle but the last, when
we conducted our own case
before a sympathetic and
helpful Bills Committee in the
House of Lords. They gave us
the amendments which saved

LETTERS

our local fishing industry from
extinction.

The House of Lords, which
saved our fishermen, is now
under attack from those same
people who denied us help in
the Commons. But that denied

FOS 'REVOLT'

SIR, I would like to draw your
attention to the statement in
the article 'FOS plans new role'
(*Fishing News*, December 3)
that "a small group from the
Anglo-Scottish Fish Producers'
Organisation claimed that POs
can do a better job than the
FOS."

The group from
Northumberland which attend-
ed the meeting did so as in-
dividual members of the FOS,
or as representatives of local
associations. In
Northumberland, and the
opinions expressed were in ac-

House of Lords is the com-
mon man's only champion and
representative legislation from the
Commons threatens his basic
rights or livelihood.

F. S. FOS,
Assistant Secretary,
Harbour
Fishermen's Federation Ltd.,
Emmott's

coordination with decisions made
at a meeting of this federation
in October.

The group was, in fact, in-
tentionally the smaller, just
owners in Northumberland and
five of the seven in the group
are not members of any PO,
but are all involved in the
fishery already, or through
one or other of the many
affiliated port associations in the
region.

Captain C. D. Smith
Northumberland Fishermen's
Federation Ltd.

Spare us a fish mountain

SIR, Since 1970 it has become apparent that the Euro-
pean waters were all but 'fished out'. The object of the
EEC has been to ensure access to our waters which, as a
result of the 12-mile limit (1964), had increased stocks
considerably.

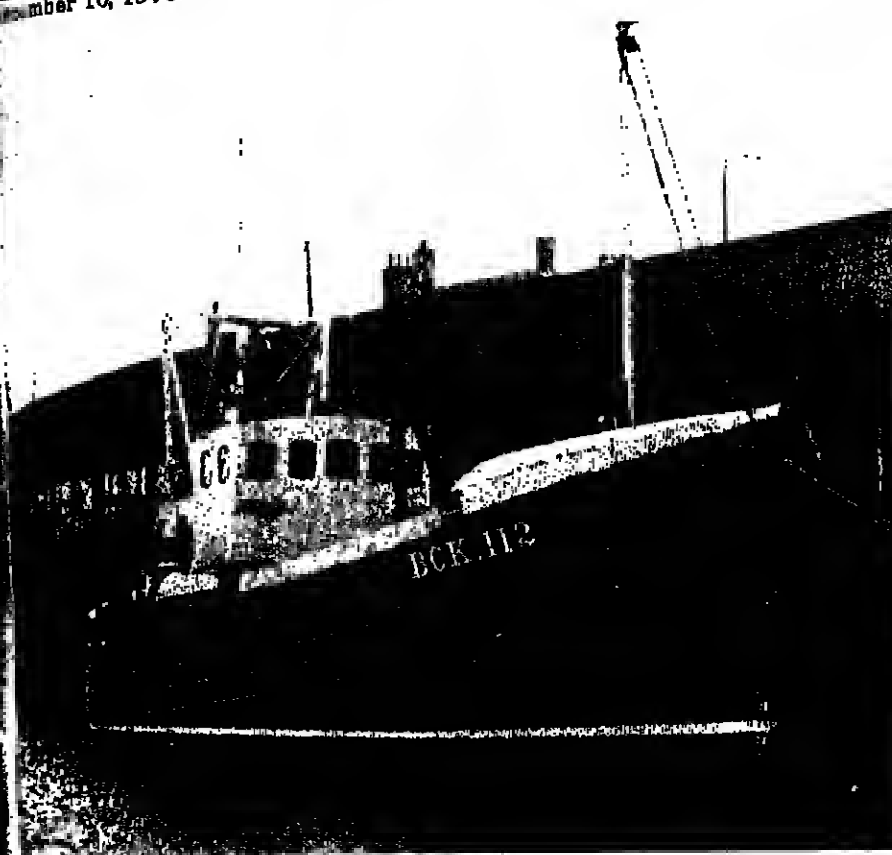
The device which went
on with the inshore fishermen
being signed away for
membership of the EEC shows
on a small scale, how Great
Britain has been brought to her
present unhappy pass.

As housewives we are pre-
occupied as to whether or not
we shall continue to be able to
buy fish for our families and
moreover, if we will be able to
afford it if still available in the
shops. — H. eventually

Public sympathy
fishermen (and this is a
sent is very great)
evaporate at once if they
behave as our fishermen
done.

Our plea is for British
the British housewife to
she can afford. We
struggle to retain control
our fishing limits. At
now stand, in 1982 we
render all control up to our
shores.

Chairman, British
(Inshore)



SCOTT SAILS

A NEW pair trawler built in
Scotland for Grimsby owners
sailed on her maiden trip
last week. The
Scott, seen above
sailing out of Grimsby, was
built by the Jones & Skidde
Shipyard for Skipper Phil Scott
of Riverside Trawlers Ltd.

The pair vessel, *Golden
Scott*, has already moved up
to Scotland and the pair are ex-
pected to land at Grimsby for
the first time during Christmas
week.

Scott is powered by a
Gardner 230 hp engine and is
fitted with Narwhal trawl
winch.

NO STOPPING 'JACINTA'



FLEETWOOD'S £500,000
earnings barrier was
broken in style last week
by the stern trawler *Jacinta*.

Skipper Gordon
Wignell (left) brought her
beck from the White Sea
grounds with a catch of
1,754-kits, including 110
of cod and 1,550 of plaice,
which sold for £50,400.
Her earnings for this year
now total £535,328.

It was also an excellent
week for the stern
trawler *Gavino*, com-

manded by Skipper
Cherrie Scott. She returned
from Iceland after 22-
days with 1,435 kits, in-
cluding 1,400 of cod,
which sold for £48,403.

Cod throughout the
week frequently made up
to more than £40 a kit.

Boston *Blenheim*,
another of the port's stern
trawlers, continued a
successful run under the
command of Skipper Bob
Rawcliffe. She worked
Iceland before returning
with 976-kits, including

800 of cod and 130 of
mackerel, which sold
for £30,646.

On the same day the
small side trawler *Wyre
Vanguard*, commanded by
Skipper
Hargreaves, landed 657-
kits, including 500 of cod,
25 of cod, 80 of coley and
20 of dogs, for a grossing
of £20,110. The vessel
worked both Iceland and
the middle-water grounds
before returning to port.

The middle-water sec-
tion was dominated by
the stern trawler *Ilena*.

Question mark over mackerel

THE WINTER mackerel
shoals off Cornwall could
take off as mysteriously
as they arrived. Scientists
still do not know why the
stock, estimated at a
seasonal million tons, has
moved into the area over
recent years.

Whatever the reasons for
this change in habits, "the
condition may revert and for
equally unknown reasons the
mackerel may cease to
overwinter in Cornwall," says
a report issued by the me-
Lowestoft Fisheries
Laboratory.

Scientists from the
Laboratory have been collect-
ing information on the
mackerel for the past 18
months. While they can now

make estimates of single
season stocks, good long-term
data is still needed for more
accurate assessments.

The work so far has main-
ly relied on acoustic
techniques, but next year
large-scale mackerel egg and
larval surveys will be carried
out.

The mackerel off the Cor-
nial coast could be an un-
stable offshoot of the
overwintering fish in the out-
er part of the Celtic Sea. Or
they may represent the me-
Lowestoft Fisheries
Laboratory.

Scientists from the
Laboratory have been collect-
ing information on the
mackerel for the past 18
months. While they can now

grounds, suggests the report.

The growth of the fishery
has been remarkable, leaping
from 3,000 tons in 1970 to
over 30,000 tons in 1975.

Traditionally, most of the
catches have been made by
handline, but in 1975 com-
bined seine and trawler land-
ings started to achieve
dominance.

While there has been a
rapid increase in British
fishing effort, this is still
small compared to what
foreign fleets are taking, par-
ticularly the Russians.

The 60,000 tons taken in
1970 by all nations reporting
to ICES had risen in 1975 to
over 300,000 tons. This now
raises the spectre of over-
fishing, notes the report, and
monitoring of the stock is
necessary to assess its stabi-
lity.

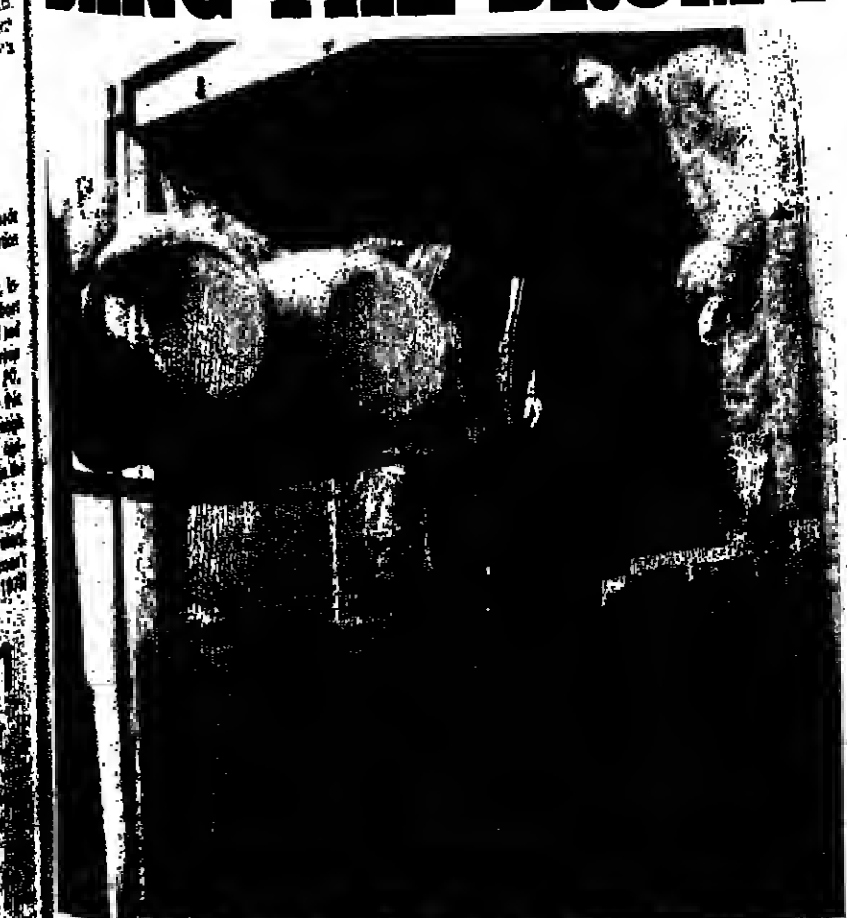
A MACKEREL landing
record was set in Hull last
week when Boyd Line's
freezer stern trawler *Arctic
Gullard* completed an 825-
ton turnover.

This was only 25-tons
below the million white fish
record held by the same ship
and skipper, Terry Thresh.

The landing followed a 23-
day trip to the south-west
grounds.

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The easy drum. All the sales talk in the world means nothing next
to the opinion of the men who actually pack and unpack the fish,
the men who handle the full barrels. Their verdict? Bowater
Mauser has the best shape for getting the job done fast and easily.

The quality drum. More and more people in the industry who deal
in high quality fish are now turning to Bowater Mauser — the high
quality barrel. Just as important for the future, highly critical herring/
mackerel consuming countries like Germany, Holland, Belgium
and France have all taken to Bowater Mauser in a big way too.

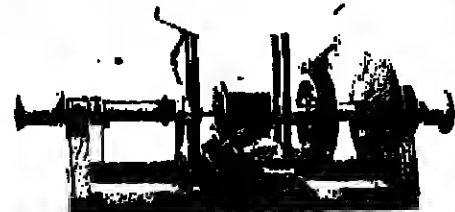
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BIG FUTURE IN NORTH-WEST

"THE geographical balance of UK fishing is moving towards the north-west."

This was the view expressed by Professor Kenneth Alexander, chairman of the Highlands and Islands Development Board, after opening new fishery offices and chandlers at the North Minch port of Kinlochbervie two weeks ago.

The new offices are a logical extension of recent three-year major works which gave the Sutherland port extended berthing and a new fish market, but left the fishery office and ships chandlers at nearby Loch Clach.

Managing director of Kinlochbervie Fish Selling Co., Kenneth Thomson, indicated that further development is on the way — garaging for fishermen's cars (most crews are weekend commuters to Banffshire), extended berthing and a beaching slipway.

In recent years the west Sutherland port has had annual turnovers of about £1m. and the recent £100,000 developments were partly financed by the HDB and the Kinlochbervie firm's parent company, the John Wood Group of Aberdeen.

After the opening of the managing director of the John Wood Group, Ian Wood, said that north British fisheries are as important as those off Iceland and Feroes, but he regretted that they did not receive a quarter of the support that the governments of those countries gave to their fisheries.

Mr. Wood continued: "In the north the focus has been on oil, which is finite, but fishing is infinite, provided there is conservation. But it is difficult getting that message over to Whitehall."

"Current renegotiation of fishery limits is the last

chance the government has for providing the industry with a viable future. Negotiations must cancel out the uncommunity-like principle of sharing national assets implicit in the 'fish-up-to-the-beaches' policy introduced last year and hastily contrived prior to UK entry to EEC."

Labour MP for Caithness and Sutherland, Robert MacLennan, commented: "The 200-mile limit is an important first step. We've got difficult negotiations ahead with Iceland and other countries where British trawlers have traditionally fished, and then to revise the fisheries policy itself."

"With the 200-mile limit and expulsion from it of non-EEC boats which catch almost half the total within that limit, attractive opportunities for Scottish-based fishermen are open."



The 30-year-old trawler *Elizabeth-Caroline* is now undergoing a major refit at Newlyn. She has already been fitted with a new hydraulic net drum (above) from South-Western Mechanical Fishing and a new metal wheelhouse/deckhouse (seen below) aboard *Marie Claire* ready for installation aboard *Elizabeth-Caroline*, plus wheelaback, will bring her back right up-to-date. She is being re-engined and the wooden boat will re-enter service with the Staveen fleet as a multi-purpose mid-water trawler and beam trawler.

PUBLICATIONS

"The First Hundred Years" by Charles Goodley is a centenary history of the Lowestoft shipbuilders.

Certain photographs of workers and staff, and the complete list of the firm's employees, are of little interest to most readers, but it is a most interesting book.

It tells how Sam Richards, a Cornish boatbuilder just out of his apprenticeship, came to Lowestoft and started a building yard with a capital of £25.

He was an astute businessman who acquired land in the right place and turned out craft to time. Something some modern shipbuilders can't do. Of course, it was rather easier in the 1870s when labour was cheap, a 72-hour week was worked and restrictive practices were unknown.

Sam Richards and his descendants were men of ability and the present survival of the yard, at a time when much bigger firms have gone under, suggests that a smaller organisation is one of the factors to have brought it through.

Richards specialised in fishing vessels, progressing

from wooden sailing smacks to steam, and later motor vessels built from steel.

During the First World War it turned out large quantities of shells (munitions), but later had to stop this activity and concentrate on ships because of the enormous losses caused by German U-boats. The firm was among the first to fit-out "Q" ships and there are some good stories about these trawlers-in-disguise.

Like most shipyards, the '20s and '30s were difficult years, but it just managed to survive the slump. It was fully employed when the Second World War got underway.

Since then it has diversified — a Trinity House lightship, tugs and oil-rig supply vessels have been among post-war launches.

Today the yard still has an enviable record of labour relations compared with many yards and looks forward with reasonable confidence to its second century. Its connection with the fishing industry makes this a book of considerable interest to fishermen, and the photographs are well chosen. Boydell Press Ltd., Ipswich, price £4.95.



Skagerrak herring?

THE North-East Atlantic Fisheries Commission could be in for a surprise when it sees returns for Skagerrak herring.

Despite the North Sea ban, a fleet of 40 Icelandic and Faroese purse seiners are reported to be taking heavy catches of herring off

Shetland. When challenged, foreign skippers point to the Skagerrak area — without even a smile on their face.

Macdonald 40 Ferro-Cement Fishing Boat.

AN ORDER which came into effect on December 1, introduces a minimum landing size for bass of 26 cm. total length. Fish under that size may not be landed or sold in Great Britain, or carried on a British fishing boat or by foreign fishing boats within British fishery limits.

Leaking Belgian tops the market

MARKETS were sky-high at Milford Haven last week and there was some excellent trading for small catches. Belgium was left to a last-minute foreign trawler to top the ship honours.

The Belgian trawler *Surveyor* was caught in the net and began taking water in the stern. She put into the port for repairs and landed 15 kits, including 15 kits of 10 of whiting, 30 or more of plaice and 35 of sole, which sold for £8,400.

Top local vessel was *Norrad Star*, now back under the command of Skipper Jim Manson who has been ashore after an operation. She brought the vessel in with a kit which sold for £5,800. On Tuesday *Georgina Wilson*, commanded by Skipper I. Smith made £4,500 from 15 kits.

Between them the vessels landed a total of 10 kits of cod, 10 of whiting or roker, 10 of turbot, 30 of plaice and 27 of sole.

Earlier in the week *Star* (Skipper A. James) was outstanding, taking £1,000 for 10 kits which sold for £5,355. On the same day *Star* (Skipper A. James) was outstanding, taking £1,000 for 10 kits which sold for £5,355. On the same day *Star* (Skipper A. James) was outstanding, taking £1,000 for 10 kits which sold for £5,355.

A clear indication of the foreign fishing effort was made off the west coast when 40 small French trawlers crowded into the deck shelter from westerly gales the Irish Sea.

Fingers point the way for blue whiting

BLUE WHITING could become a substitute for cod within the next few years both as fingers and fillets. This is the finding to date of acceptability trials held from Glasgow to Bristol by the White Fish Authority.

Housewives in groups of up to 200 tasted the fish and, at one session, 94 per cent of them had something good to say about fried blue whiting. Gillard fillets were just slightly less acceptable. Only in Glasgow did the housewives' opinion of blue whiting slump badly. Just 31 per cent found the fish good or very good.

Test fillets were enthusiastically received by fish and chip shop customers during a six-week trial and a steady trade was built up. Then the small size of some fillets was overcome by frying two together.

A big breakthrough came when 84 housewives in London, Birmingham and Edinburgh tasted fish fingers

made of blue whiting. They were generally well liked and it was found that one possible stumbling block with the fish — tiny pin bones which would need modified machines to separate — was not a problem.

When tested with commercial cod fillets, more bones were noticed in the cod product. One doubt seems to be the acceptability of blue whiting fillets on the fishmongers' slab. Housewives were not impressed by the appearance of uncooked fish, which may find a ready market in supermarkets presented as a breaded product.

Blue whiting stood up well on canteen menus and as school meals. Kitchen staff

did, however, remark on the small size of the fillets and their off-white colour. Encouraged by the success so far, the White Fish Authority is continuing with its trials by expanding present work and developing suitable forms of frozen presentation.

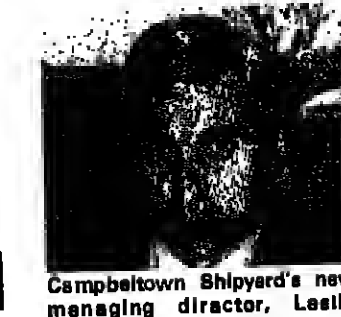
A full report on the acceptability trials of blue whiting will appear in our *Fish Handling* supplement to *Fishing News* being published with the December 24/31 issue.

Benvolio on mackerel
FLEETWOOD'S latest trawler, the 80ft. *Benvolio*, is mackerel fishing.

Joe Newsham — formerly a distant water skipper — and his crew of six have been landing at Cornish ports. *Benvolio* is owned by Wyre Trawlers whose manager, John Haslam, said: "The skipper and crew have worked hard on this one."

"After early problems, which were to be expected, they met with some success. From a four-day trip they landed 52 tons, and then from another 14 hours fishing they put 60 tons ashore." She then had to be towed in by *Shannon* during a gale on Monday with gear around her prop.

Another order for Scots boatyard



Campbeltown Shipyard's new managing director, Leslie Howarth.

SKIPPER Stewart Buchanan of Inverloch, Fraserburgh, has placed an order with Campbeltown Shipyard for a 80 ft. steel seiner-pair trawler to replace his wooden fishing boat *Fidelis*.

When the new vessel is launched in December next year she will be the 17th built to the yard's Campbeltown 80 design.

The Argyll yard now has five boats on its order book providing a busy building programme for the next 12 months.

Two 75 ft. seiners, an 85 ft. seiner and an 85 ft. stern trawler are to be built in addition to Skipper Buchanan's new boat.

Subsidiary

Two board changes have been made at the yard — managing director, Hugh J. Arbuthnot, has been appointed vice-chairman and general manager, Leslie Howarth, has taken over as managing director.

Mr. Arbuthnot has been managing director since the company became a subsidiary of Billingsgate (Holdings) Ltd. in 1970. Mr. Howarth, general manager since 1968, has been a director for the past two years.

Billingsgate

Registered custom only

THE MARKET has a rash of new notices issued by the London Wholesale Fish Merchants' Association inviting buyers to seek registration.

No doubt this is the latest in a long line of measures to meet the complaints of retailers that too many of their potential customers are buying direct from the market. This has always been a problem but is perhaps, now, more noticeable in that these customers are often distinguishable by their retail origin. In its layout Billingsgate resembles the type of market which exists in less developed parts of the world — and people coming from those areas naturally assume that their custom will be welcome.

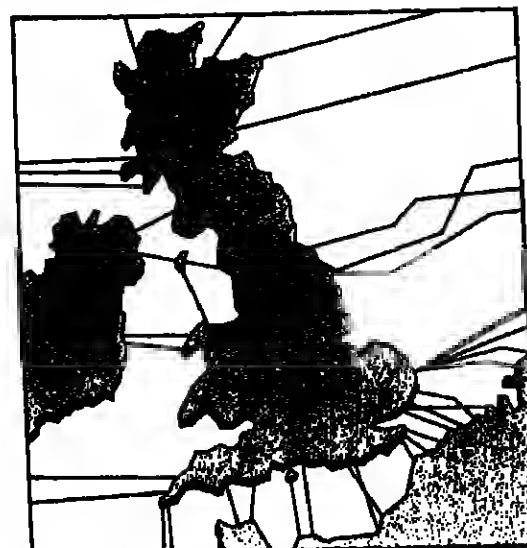
It is also equally natural that retailers, particularly those who have shops in areas of high immigrant population, should resent this. In the past they have made many representations, official and unofficial, on the matter. One result is another rash of notices proclaiming that Billingsgate is a wholesale market only and that only members of the trade will be served.

There are obvious difficulties in enforcing such conditions. How could a wholesaler verify his customer's statement that he owns a fish shop or restaurant. Provided that the buyer is prepared to purchase, in cash, a commercial quantity, the wholesaler has no way of knowing that the intention is to take the box round the corner and split it with a waiting group of competitors.

From February 1 the requirement will be that every buyer must have a registration card. He must, in applying, give certain information concerning the location and type of his business. It would, however, be interesting to know how the association intends to check the veracity of these statements.

There is little doubt that previous attempts to put it right have failed down because the reluctance, to put it politely, of some association members to enforce the rules on their customers. One wonders whether the new buyers' cards will be equally reluctant to demand the new buyers' cards. The example of Tokyo market might be followed where registered buyers display their licence on the front of yellow baseball caps — perhaps it could be enforced by requiring Billingsgate buyers to wear black bowlers with white bands numbers.

Don't catch a cable.



If you are engaged in fishing around the British Coast you should know the position of Submarine Cables. Our map shows the approximate location of cables. It should tell you if the general area of your fishing activity is clear or not. We shall be happy to supply charts showing the exact location.

Please write to: Post Office Telecommunications, Central Marine Depot, Berth 203, Western Docks, SOUTHAMPTON SO1 0HH. Tel: Southampton 775577. FISH CLEAR OF CABLES AND SAVE YOUR GEAR.

Post Office Telecommunications

(Members of the International Cable Protection Committee)

a fisherman's best friend



Baron Instruments
The Baron Subsidiary and its associated companies, after many years of research, have developed a new and improved fishing net. This net is made of high quality material and is designed to catch fish without harming them. It is the best fishing net available today. Baron Instruments Limited, 100, The Quadrant, London W1A 1AA. Tel: 01-481 2121. Telex: 886543.

Small New autopilot bass

"IN EARLY summer we often see small fish jumping out of the water in large numbers in the river here."

"Do you think they are likely to be bass and, if so, could you tell us what kind of nets we could catch them in and the best way of working them?"

"They are probably bass since, as far as I know, sea trout usually enter rivers later in the year."

I think you would stand the best chance of catching them in 3in. mesh gill nets. With a couple of nets, each made from 120 yards of green-proofed, multifilament nylon between 2 and 12 ft. deep set in to fish 60 yards long, you would probably get plenty of them. And you would be likely to catch a lot of small mullet as well.

You would be likely to do so if you set the nets at the right times of day and at the right state of tide. Otherwise you are likely to catch weed and perhaps jellyfish, and few, if any, fish.

Best time to set them are at dawn and dusk for about an hour or so either side of low water. Then you will be able to leave the nets to fish on their own without having to go to the trouble of mooting them.

If you get nets of modern design, rigged with braided leadlines and smooth plastic floats on float lines, you should have no difficulty working them.

If you have a fair sized net boat which is free of protruding bolts and nails, you can arrange the nets in the bottom so that they will run out freely over the gunwale.

If you haven't, you can arrange them in plastic fish baskets which each hold a 50 yard net comfortably.

With the nets arranged either in the bottom of the boat or in baskets, all you have to do is to run them out seaward the tide with a large, brightly coloured float on each of their outer ends. Thereafter, if there is no strength left in the tide, you can leave them to fish on their own.

If you keep an eye on them, you will observe little or no movement of the float line when small bass or mullet get gilled in the nets. But should a fish of over about 4lb. get tangled in one of the nets, you are likely to do so. If so, it is best to remove it straightaway as it will only be tangled, not killed and so held firmly, in the net.

Hauling gill nets from a net boat presents few problems. In practice you will generally find it best to leave fish in the net while hauling and to remove them later.

THE Sperry Division of the Sperry Rand Corporation has recently introduced a new range of solid-state automatic pilots and accessories called the 600 series.

Utilising a modular design technique, three different Heading Selectors and a common Control Computer provide three basic models: the SRP680, SRP670 and SRP680 configurations. Heading data from many compasses — either gyro or magnetic or both — can be accommodated.

The automatic pilot controls most, if not all, steering gears on the market today using solid-state output switches, thereby avoiding less reliable relays.

The SRP680 Model Gyrocompass Steering Control is designed for use with a Sperry SR-120 Series Gyrocompass mounted at the helm.

The Heading Selector fits into the top cover of the compass and is connected to a separately mounted Control Computer. The SRP670 Model Autopilot primarily takes data from a regulation magnetic compass.

A magnetometer fitted to the top or bottom of the ship's magnetic compass converts it to a transmitting compass.

The SRP680 Model Gyrocompass Steering Control primarily accepts heading data from Sperry Gyrocompasses and has a built-in steering repeater. Additionally, it can interface with a regulation magnetic compass to provide a back-up in the event of Gyrocompass failure.

In the Gyro-Magnetic version, the SRP680 model, in addition to its own steering repeater, can also provide heading data to two additional step-type repeaters from the magnetic data input.

A number of full-follow up

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

Hand-Electric Helms of mostly non-magnetic materials are available: a conventional Fixed Ratio Helm (three turns hardover to hardover) with a pointer type Helm Order Indicator; a Lever Steerer for those who prefer lever type control at either the main and/or remote locations; a Remote (Trailing Lead) Controller with 25-foot (7.5 metre) cable to allow bridge personnel to stand on the wing and manoeuvre the vessel; and a new, modern Variable Ratio Helm.

The new helm was designed as the result of a study conducted among ship masters. Hardover to hardover rudder can be ordered in less than one turn of the wheel.

The Helm Order Indicator built into the helm has an expanded scale about midships. This is done to provide finer "over-steering" around

midships. This makes it easier to maintain heading manually.

Several options are available: spring centering, dual control, dimmer, and Emergency (NFI) Overriding Control at hard-over positions.

A Column Steering Stand is available for the SRP670 and SRP680 models. The stand has cut-outs into which a Control Unit can be placed, and a cut-out for an Accessory Mounting Bezel which can accommodate up to three panel-mounted accessories.

The front face will mount the Fixed or Variable Ratio Helm with the centre of the wheel about 39 in. (991 mm) from the deck.

The stand is steel, can be bolted to the deck, and does not need a wooden mounting pad. The upper Steering Module can be supplied, without the column, for shelf or bulkhead mounting.

WHAT MAKES CHAINRUST?

"I AM having trouble with chain rust on my 35 ft. boat."

"It is more a problem of the chain than the boat. In a chain, the links are made of iron and steel. The iron links are the most likely to corrode."

"I use two 2 1/2 in. diameter chains, therefore, that of 1 in. galvanised steel. The iron links are the most likely to corrode."

"The iron links are the most likely to corrode. The steel links are the most likely to corrode."

"The iron links are the most likely to corrode. The steel links are the most likely to corrode."

"The iron links are the most likely to corrode. The steel links are the most likely to corrode."

"The iron links are the most likely to corrode. The steel links are the most likely to corrode."

Water

It is probably the most common cause of chain rust. The iron links are the most likely to corrode. The steel links are the most likely to corrode."

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When a Mk 37 Gyrocompass is used, a hole can be cut in the front panel to insert the Speed and Latitude Compensation Unit.

Full details about the new pilots, and accessories available with them, can be obtained from Sperry Marine Systems, Downshire Way, Bracknell, Berkshire.

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Full details

A MONTHLY FISHING NEWS FEATURE

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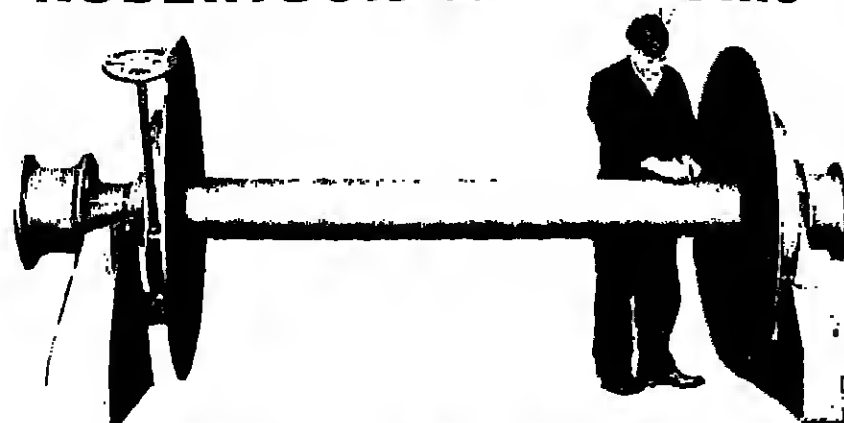


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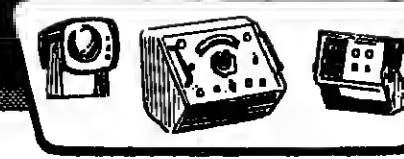
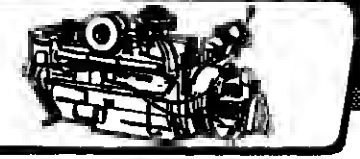


Illustrated is a Robertson type 3PN6G net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy duty brake which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

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A MONTHLY FISHING NEWS FEATURE

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
 £57,361: Ross Rodney, BUT (Sk. G. Caraberg), 1,775k, WS, 24 days.
 £43,778: Vivaria, BUT (Sk. R. Kurl), 1,280k, 1, 22 days.
 £41,274: Ross Kashmir, BUT (Sk. J. Roberts), 1,258k, 1, 22 days.
 £41,072: Northern Gift, BUT (Sk. D. Pulfrey), 1,247k, 1, 22 days.
 £38,090: Belgum, Boston (Sk. W. G. Balla), 1,103k, 1, 22 days.
 £37,833: Ross Ramillies, BUT (Sk. D. Scott), 1,100k, 1, 21 days.
 £34,472: Blackburn Rovers, Consol (Sk. W. Hardie, Jnr.), 1,056k, WS, 21 days.
 £29,479: Notts Forest, Consol (Sk. G. Mussal), 1,032k, WS, 26 days.

Middle Water

£18,419: Yessa, Taylor (Sk. P. Brown), 747k, F, 15 days.
 £17,770: Ross Cleetham, BUT (Sk. T. Ross), 597k, W, 16 days.
 £16,661: Ross Zebra, BUT (Sk. J. Waddingham), 595k, W, 15 days.
 £16,508: Ross Cougar, BUT (Sk. J. Major), 553k, W, 14 days.
 £15,650: Rhodesian, Taylor (Sk. N. Bray), 462k, F, 16 days.

North Sea

£9,345: Lemberg, Lindsey (Sk. H. Pexham), 138k, NS, 13 days.

Selkirk

£9,877: Shearbill, Allard Hawson (Sk. W. Sorensen), 44k, NS, 20 days.

Pair teams

£10,365: Anno Michelle, (Sk. M. Jasefsen), 296k, and £9,318: Sania Jane, (Sk. D. Bewley), 262k, both John R., NS, 14 days.
 £9,780: Frances Bojen, (Sk. John Richardson), 261k, and £9,366: Margrethe Bojen, (Sk. Jens Bojen), 256k, both John R., NS, 14 days.

HULL

£69,876: Hommond Innes, Newington (Sk. W. Brettell), 2,622k, BI, 26 days.
 £64,992: C. S. Farester, Newington (Sk. R. Taylor), 2,042k, BI, 28 days.
 £41,261: Ross Leania, BUT (Sk. L. Godman), 1,358k, 1, 22 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea: Borsley, Boston, Kestrel, Gillingham, Boston, Haines, Lord Jellicoe, Port Vale, Ross Revenge, Wilfrid Wilberforce, From Faroes and Westorly: Etimo.

Lucerne, Nanao, Ugano, Rhodesian, Ross Cleetham, Ross Lynx, Ross Panther, Ross Tiger, Tokio, HULL
 Expected during the week: Arctic Conair, Benello, Kingston, Amber, Lord St. Vincent, Somerset Maugham.

PORT MARKETS

MONDAY, DECEMBER 11

GRIMSBY

A good supply of 5,167 kits from 11 vessels met a good demand. Prices: codling, £2.60/£2.40; large haddock, £1.24/£1.20; medium haddock, £1.00/£0.90; small haddock, £0.80/£0.70; large plaice, £1.50/£1.40; medium plaice, £1.10/£1.00; small plaice, £0.80/£0.70; skinned dogfish, large, £4.40; medium skinned dogfish, £3; salted, £2.20/£2.40; rockfish, £2/£2.60; reds, £2.40, per stone.

HULL

2,994 kits from two distant water vessels, price ranges per 100k kit, stone 4k.

£11,145: Pisces, Wood Group (Sk. H. Duncan), 416k, O, 8 days.
 £10,080: Coastal Empress, North Star (Sk. W. Morgan), 356k, S, 12 days.

LOWESTOFT

£10,339: Suffolk Monarch, Hobson (Sk. B. Borrett), 232k, NS, 13 days.
 £10,030: St. Patrick, East Coast (Sk. D. Basford), 302k, NS, 11 days.
 £9,403: St. Vincent, East Coast (Sk. J. Peek), 238k, NS, 12 days.
 £8,410: St. Thomas, East Coast (Sk. J. Ketteringham), 246k, NS, 12 days.
 £8,123: Bolby Queen, Tallman (Sk. P. Thomas), 214k, NS, 11 days.
 £7,793: Constance Banks, Hobson (Sk. D. Athorn), 233k, NS, 12 days.

GRANTON

£16,483: Arctic Riever, Liston (Sk. A. Wanlass), 641k, F, 18 days.
 £9,410: Arctic Hunter, Liston (Sk. A. Wood), 451k, NS, 13 days.

NORTH SHIELDS

£16,183: Ben Strome, Irvin (Sk. E. Longhorn), 42,930kg, F/NS, 15 days.
 £14,309: Ben Chourn, Irvin (Sk. T. Jamieson), 28,556kg, F/NS, 17 days.
 £6,004: Valhalla, A.F. (Sk. R. Veitch), 14,512kg, NS, 2 days.
 £4,136: Fruitful Harvest, A.F. (Sk. C. Ham), 11,152kg, NS, 4 days.
 £3,678: Ina McBain, A.F. (Sk. J. Fleming), 7,630kg, NS, 4 days.
 £2,174: Stella Irvin (Sk. T. Johnson), 6,660kg, NS, 2 days.
 £2,117: Scarlet Line, A.F. (Sk. J. Buchanan), 5,328kg, NS, 3 days.
 £1,935: Scarlet Thread, Irvin (Sk. G. Buchanan), 4,940kg, NS, 2 days.
 £1,055: Scarlet Cord, Irvin (Sk. G. Buchanan), 2,340kg, NS, 3 days.

Home water

£15,096: Idena, Marr (Sk. T. Watson), 614k, 15 days.
 £7,045: David Wilson, Hazael (Sk. J. Banks), 283k, 12 days.
 £6,076: Royalist, Hewett (Sk. J. Pickass), 239k, 12 days.
 £5,462: Andrew Wilson, Hazael (Sk. F. Thompson), 249k, 14 days.
 £3,644: Resilience, Ward (Sk. D. Bailey), 139k, 14 days.
 £2,925: Girl Doris, Ward (Sk. J. Delroy), 63k, 13 days.
 £2,825: Mount Melleray, Wyre (Sk. B. Andrews), 101k, 10 days.
 £2,741: Forads, Ward (Sk. W. Phillips), 64k, 13 days.
 £2,099: Marie Jacob, Irish, 28k.
 £1,746: Fair Isle, Ward (Sk. J. Wright), 55k, 12 days.

ABERDEEN

£22,048: Ben Bhrakie, Irvin (Sk. W. Fry), 724k, BS, 25 days.
 £21,308: Grampian Monarch, North Star (Sk. R. Catto), 935k, F, 13 days.
 £21,302: Clarkwood, Wood Group (Sk. S. Thomson), 702k, F, 15 days.
 £17,034: Pindarus, BUT (Sk. J. Glasgow), 637k, S, 15 days.

LOWESTOFT

Prices: sole, £2.02/£2.03; alpe, £1.25/£1.26; large turbot, £1.25/£1.43; small turbot, £0.47/£0.40; haddock, £1.00/£0.90; cod, £1.60/£1.50; medium plaice, £1.30/£1.20; small plaice, £1.00/£0.90; large roker, £2.28/£2.32; small roker, £2.25/£2.28; dogfish, £2.00/£1.70; all per 10 stone kit.

NORTH SHIELDS

Prices: cod, £2.25/£2.30; sprag, £2.24/£2.28; medium codling, £2.4; small codling, £1.5; large haddock, £2.25/£2.3; small haddock, £1.7, per 40 kilo unit.

BRIGHAM

Prices: plaice, £5.40; turbot, £16.50; small whiting, £1.50; large whiting, £2.40; lemon sole, £9.50; Dover, £17.80; brill, £8; roker wing, £5.20; squid, £3.60; monkfish, £8.40; dabs, £5.20; mackerel, £1.20; conger, £2; alpe, £11.40, per stone.

FRIDAY, DECEMBER 11, 1926

KEY: 1: Island; 2: Faroe Islands; 3: W. Waters; 4: S. Seas; 5: N. Seas; 6: W. Seas; 7: S. Seas; 8: S. Seas; 9: S. Seas; 10: S. Seas; 11: S. Seas; 12: S. Seas; 13: S. Seas; 14: S. Seas; 15: S. Seas; 16: S. Seas; 17: S. Seas; 18: S. Seas; 19: S. Seas; 20: S. Seas; 21: S. Seas; 22: S. Seas; 23: S. Seas; 24: S. Seas; 25: S. Seas; 26: S. Seas; 27: S. Seas; 28: S. Seas; 29: S. Seas; 30: S. Seas; 31: S. Seas; 32: S. Seas; 33: S. Seas; 34: S. Seas; 35: S. Seas; 36: S. Seas; 37: S. Seas; 38: S. Seas; 39: S. Seas; 40: S. Seas; 41: S. Seas; 42: S. Seas; 43: S. Seas; 44: S. Seas; 45: S. Seas; 46: S. Seas; 47: S. Seas; 48: S. Seas; 49: S. Seas; 50: S. Seas; 51: S. Seas; 52: S. Seas; 53: S. Seas; 54: S. Seas; 55: S. Seas; 56: S. Seas; 57: S. Seas; 58: S. Seas; 59: S. Seas; 60: S. Seas; 61: S. Seas; 62: S. Seas; 63: S. Seas; 64: S. Seas; 65: S. Seas; 66: S. Seas; 67: S. Seas; 68: S. Seas; 69: S. Seas; 70: S. Seas; 71: S. Seas; 72: S. Seas; 73: S. Seas; 74: S. Seas; 75: S. Seas; 76: S. Seas; 77: S. 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